

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " " W. A. Valentine.
 "FATHIAN" 2,209 " " R. D. Thomas.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Special Excursions leaving Hongkong at 9.30 A.M. on Sunday, the 5th, and Monday, the 6th August.
 Also a second departure on Monday at 7 P.M. for Macao.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M.
 On Sunday, the 5th, and Monday, the 6th August, at 3 P.M. (See Special Express).
 There will be no departure from Macao on Monday, the 6th August, at 8 A.M., and no departure from Hongkong at 1 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

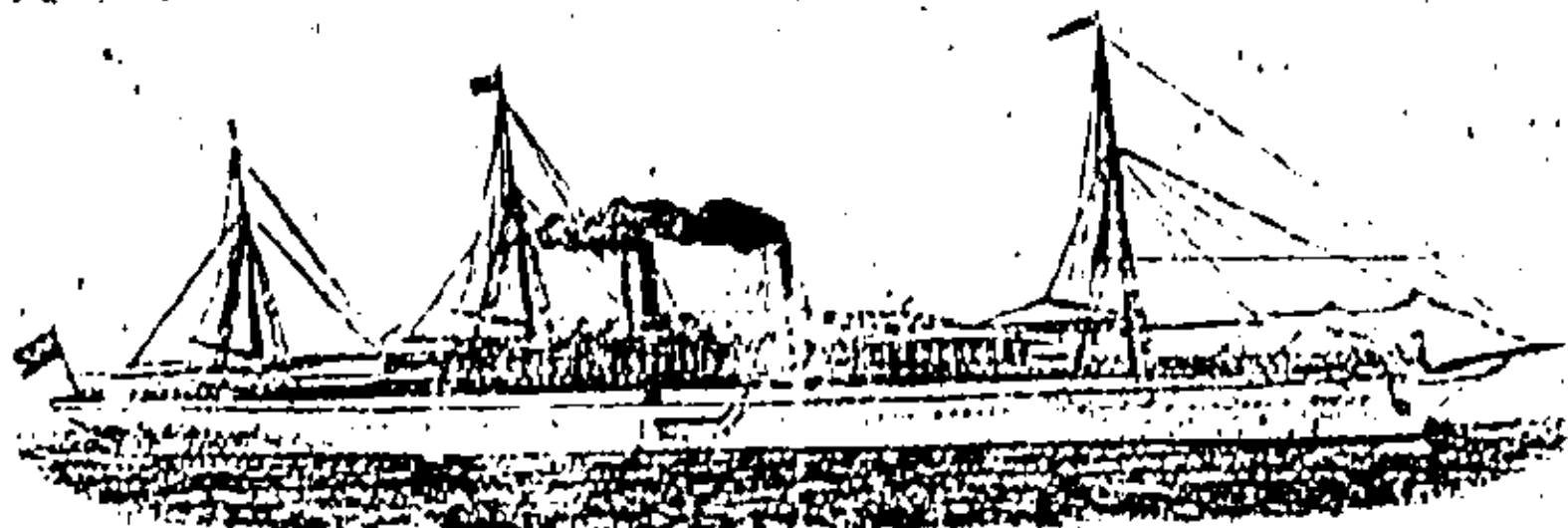
JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 509 " " C. Buchan.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Lahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hung, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.
 The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 31st July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.
 12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR" 4,425 WEDNESDAY, August 8 September 1			
"EMPRESS OF INDIA" 6,000 WEDNESDAY, August 22 September 12			
"ATHENIAN" 2,440 WEDNESDAY, September 5 September 29			
"EMPRESS OF JAPAN" 6,000 WEDNESDAY, September 19 October 10			
"MONTEAGLE" 6,163 WEDNESDAY, October 3 October 27			
"EMPRESS OF CHINA" 6,000 WEDNESDAY, October 17 November 7			

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the ILLA VO SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class 1st St. Lawrence £60. 1st New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 J. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Black Pier. [13]
 Hongkong, 1st August, 1906.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.
 FARES: Week Days, 1st Class, including Cabin and servant, Single \$5; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
 SUNDAYS ONLY.
 1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.
 All Meals can be supplied on Board at \$1 each Meal.
 First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, no notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electricity.
 The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.
 SAM WANG CO.,
 Hongkong, 22nd June, 1906. [17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
 "KWONG CHOW" 1,309 T. R. MEAD.
 "KWONG TUNG" 1,238 H. W. WALKER.
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.
 Passage Fare—Single Journey \$4
 Meals \$1 each.

ALSO
 Excursions to MACAO every SATURDAY, at 6 P.M. and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.
 FARES:
 1st Class single \$1 with cabin berth \$2.00
 return \$1 3.00
 2nd Class single \$0.80, return 1.50
 Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.
 SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West
 Hongkong, 13th July, 1906. [18]

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 29th August.
SACHSEN.....	WEDNESDAY, 12th September.
PRINZ HEINRICH.....	WEDNESDAY, 26th September.
GNEISENAU.....	WEDNESDAY, 10th October.
PRINZ LUDWIG.....	WEDNESDAY, 24th October.
PREUSSEN.....	WEDNESDAY, 7th November.

ON WEDNESDAY, the 15th day of August, 1906, at Noon, the Steamship PRINZ REGENT LUITPOLD, Captain H. Kirchner, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 13th August, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 14th August, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 14th August.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
 Cargoes can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERRBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons	SAILING DATES.
WILLEHAD.....	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR.....	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND.....	3,302	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Passengers and Cargo, will leave this port as above.
 The Steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
Return	\$80.00	\$50.00	\$30.00
TO NEW GUINEA	£38. 0. 0.	£18. 10. 0.	£14. 0. 0.
Return	£42. 0. 0.	£27. 15. 0.	£21. 0. 0.
TO BRISBANE	£39. 0. 0.	£20. 0. 0.	£14. 0. 0.
Return	£54. 0. 0.	£36. 0. 0.	£21. 0. 0.
TO SYDNEY	£33. 0. 0.	£21. 0. 0.	£15. 0. 0.
Return	£59. 10. 0.	£41. 10. 0.	£26. 0. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.
Return	£62. 5. 0.	£44. 5. 0.	£27. 0. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
Return	\$120.00	\$90.00	\$60.00
TO KOBE	\$95.00	\$70.00	\$50.00
Return	\$140.00	\$110.00	\$80.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	95. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

STEAMERS

FOR	ABOUT
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN..... WEDNESDAY, 15th August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ HEINRICH..... WEDNESDAY, 29th August.
YOKOHAMA & KOBE	PRINZ WALDEMAR..... WEDNESDAY, 29th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	61. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 22nd August, 1906.

Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Ed.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]

"MINIMAX" HAND FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO., LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Always ready for immediate use. Requires only one hand to hold. Can be used by anyone, even lad or child. Weight only 18 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.
 Hongkong, 10th May, 1905. [3]

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905. [48]

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK-HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.
 Hongkong, 23rd December, 1905. [14]

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP.....	JAVA	First half August	JAPAN VIA SHANGHAI	First half August
TJILIWONG.....	JAPAN	Second half August	JAVA PORTS	Second half August
TJIMAH.....	JAVA	Second half August	JAPAN VIA SHANGHAI	Second half August
TJIPANAS.....	JAVA	First half September	JAPAN VIA SHANGHAI	First half September

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE,
 Telephone No. 375,
 YORK BUILDINGS, 1st Floor,
 Hongkong, 30th July, 1906. [16]

Intimations.

Wm. POWELL, LTD.,
GENERAL FURNISHERS,
HONGKONG.

SOLE AGENTS
for
Hongkong, China,
and Japan.

ADDISON'S
PATENT
PORTABLE
SANITARY
COMMODORE

Hermetically Sealed.
Specially adapted
for hot climates.

The ACME of
CLEANLINESS.

Stocked in
Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.
Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.
Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.
Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.
Price \$14.50.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 13th July, 1906.

Intimations.

K. A. J. OHOTIMALL & CO.,
8, D'AGUIAR STREET.
NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.
Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INEAD) HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [539]
THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 14th August, at Noon, for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Directors and Auditors.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749]
HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 18th day of August next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1906.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906. [784]
HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from SATURDAY, the fourth to the eighteenth day of August next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
H. HUNTER,
Acting Chief Manager.

Hongkong, 30th July, 1906. [785]
HONGKONG AND WHAMPOA DUCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held in the Office of the Company, Queen's Buildings, Connaught Road, on MONDAY, 20th August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th August, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1906. [779]
GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association of the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.

SUEWAN, TOMES & Co.,
General Managers.

Hongkong, 31st July, 1906. [792]

WANTED.

By a Young Lady a situation as TYPIST. Open for immediate engagement.

Apply to—
"X. Y. Z."
C/o This Paper.

Hongkong, 11th July, 1906. [720]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$2.50 per case of 48 bottles (quarts) or 12 doz. pils.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.

Hongkong, 10th January, 1903. [61]

Notice of Firm.

NOTICE.

M. R. A. D. BARRETTO, having left our employ, ceases to Sign our firm Per Procuration from this date.

JORGE & Co.
Hongkong, 31st July, 1906. [787]

To Let.

TO LET—FURNISHED.

FROM 1ST OCTOBER TO 30TH APRIL NEXT.

"THE NEUK" MOUNT KELLET, PEAK, a 6-Room Bungalow, Tennis Court and Garden.

Apply by letter only to—
HO TUNG,
"Idlewild,"
Seymour Road.

Hongkong, 31st July, 1906. [786]

To Let.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st August, 1906. [795]

To Let.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

To Let.

GODOWN, No. 9, DUDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th July, 1906. [781]

To Let.

SHAMEEN, CANTON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th July, 1906. [793]

To Let.

"HAYTOR," THE PEAK, Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE, FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1906. [72]

To Let.

NO. 1, ANTRIM VILLAS, Des Vaux Road, KOWLOON.

(on the sea front).

A Five roomed House with a Large Square Hall.

Apply to—
HUGHES & HOUGH,
8, Des Vaux Road Central.

Hongkong, 28th July, 1906. [777]

To Let.

HOUSES in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—
PERCY SMITH & SETHI,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

To Let.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 5,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.

Hongkong, 20th January, 1906. [147]

Hotel Mansions.

ROOMS TO LET on the 4th Floor, unfurnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.

Hongkong, 9th July, 1906. [714]

To Let.

NO. 16, HOLLYWOOD ROAD, and NO. 2, OLD BAILEY.

Apply to—
ARRATTO, N. V. APCAR & Co.,
45, Wyndham Street.

Hongkong, 2nd July, 1906. [614]

For Sale.

FOR SALE.

WELSBACH'S IN-DOOR and OUT-DOOR 4-LIGHT GAS ARC LAMPS.
Do. BOXED LIGHTS.
Do. HARP LAMPS.
Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c.,
and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAI KWONG CO.,
109, Des Vaux Road Central.

Hongkong, 1st August, 1906. [59]

WILL THE FAR EASTERN WAR BE RENEWED?

According to a telegram to the London Times from St. Petersburg, General Rennenkampf, who played a conspicuous part in the recent military operations in Manchuria, declared at a military banquet on June 25 that a war of revenge against Japan is imminent. Was this a mere outburst of after-dinner exhilaration, or may there be some grounds for the conviction thus expressed?

It was natural enough that a soldier, speaking to soldiers, should evince a wish for an opportunity to regain the laurels which the Russian army had acquired in the last war with Turkey, but which it unquestionably lost in the contest with Japan. To gratify such a wish, however, would under existing circumstances be for the St. Petersburg Government an act of stupendous folly, though it is one which in his extremity the Czar might be tempted to commit. From a naval and a military point of view Russia is incomparably less qualified to cope with Japan than she was in February, 1904, when the former test of strength began. The outcome of a series of defeats, culminating in the disastrous battle of the Sea of Japan, was the virtual annihilation of Russia's navy, most of the few effective ships of war remaining being cooped up behind the Hoshphorus. A large part—according to some estimates two-thirds—of the half million troops collected in northern Manchuria at the date of the Peace of Portsmouth has been brought home, and many months would be needed to return the soldiers to far eastern Asia, even if indeed the Siberian Railway were put in a much worse condition than it was even a year ago, owing to the incessant and excessive strain to which it has been subjected. What supplies had been brought together at the various depots in northern Manchuria and at Vladivostok have been seriously depleted, if not well nigh exhausted, and could only be replaced with extreme slowness by land transportation in the event of the war's renewal, for a blockade of Vladivostok would be instantly effected. Moreover, the strategic position of Russia in the Far East is much inferior to that which she occupied two years ago. Not only is Japan at present absolute mistress of the maritime communications between the mainland and the Island Empire, but her base of operations would now be not the south-eastern corner of Corea, but the stronghold of Mukden, a point well advanced on the railway leading to Harbin. No military expert thoroughly conversant with the present situation in Manchuria would deny that should the St. Petersburg Government in its desperation tempt fortune once more in the Far East, its soldiers would probably be driven into the Amur River within the span of a single campaign.

A successful issue of a renewed contest with the Mikado's empire would be hopeless, not only on the grounds just named but for two other conclusive reasons. We refer to the existing offensive and defensive alliance between Great Britain and Japan and to the fact that, even as regards the borrowing of money for domestic purposes, Russia stands upon the brink of bankruptcy. That alliance would render it impossible for the Czar to secure any military or naval aid from France or Germany, says an American exchange. He could not get it from France, because that country would not, for the Czar's sake, break its new and cordial understanding with Great Britain; he could not get it from Germany, because the first regiment lent by Emperor William II for the service in Manchuria would give the signal for an assault upon Germany's costly navy and hard won colonial possessions. As for the financial resources that would be needed by Russia to prosecute another war in the Far East, how could these be attainable when the last loan obtained in France was only granted on two specific conditions: first, that Nicholas II. should keep his promise to introduce representative government in his dominions, and secondly, that a very large part of the money advanced should be retained in Paris for the payment of interest on preceding obligations? There was a third stipulation, namely, that the new and every previous loan effected by the St. Petersburg Government should be ratified formally by the Duma, a ratification not yet secured, nor likely to be conceded until the relations between the sovereign and the national assembly are materially changed. Japan's credit, on the other hand, has been sensibly improved since the conclusion of the Peace of Portsmouth. Her alliance with Great Britain is a precious guarantee not only of naval but of pecuniary aid.

The attempt to divert the minds of their subjects from domestic grievances by a foreign war is an old trick of despots, but the time when the Czar could practise it with any chance of success has passed. Had Nicholas II. wished to employ it he never should have given his assent to the Peace of Portsmouth. Had he insisted upon fighting on until his army had retrieved its reputation he probably could have counted on the maintenance of its fidelity. It is hard, on the other hand, to keep brave men loyal when they feel that after being half starved and ill fed they are branded in the eyes of their compatriots with the infamy of surrendering to enemies whom they have despised. It was a bitter and vindictive mood in which the discredited regiments returned from Manchuria, and it is no wonder that the seeds of disaffection found in them a fertile soil. General Rennenkampf can be but ill acquainted with the breadth and depth of their discontent if he believes that the repatriated soldiers would go back with a blithe heart on a fool's errand to the Far East when they have work more congenial, if more sinister, ready to hand at home. When next they fight, it will be for their fathers and their brethren against the detested bureaucrats, who, not content with having robbed them and shamed them, would now make of them the tools for the strangulation of their country's liberties. The Russian army would never sanction a renewal of the war in the Far East under existing circumstances. Once burnt, twice shy. In vain, moreover, is the net spread in sight of any bird.

Intimations.

CONFIDENCE.

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines.

WAMPOL'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
Do. AU CITRON.
FISH PASTE FOR SANDWICH.
PUREE DE FOIE GRAS Do.
AND
Other Picnic size tins of PRESERVES.
FRENCH BISCUITS.
HUNTLEY & PALMER'S BISCUITS and CAKES.
CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.
ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.
Hongkong, 21st July, 1906. [61]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906. [71]

THE HONGKONG STUDIO.
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.
Hongkong, 10th September, 1905. [66]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at
No. 35, DES VEAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [206]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906. [180]

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY FRESH MUTTON and BEEF, at Moderate Prices.

Should patrons find any Meat supplied not to be fresh, full price will be refunded on the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.

Hongkong, 14th May, 1906. [161]

Intimations.

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 6th instant.
Hongkong, 1st August, 1906. [791]

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 7th March, 1905. [11]

THE WINE GROWERS

SUPPLY CO.

BARRETTO & Co.,
General Agents, Hongkong.

COGNACS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Cognac, * * * \$15.00 Per Dozen Case

" S. J. O. P. ... 18.70 "

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
- C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
- CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00
- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
- E. EXTRA SUPERIOR OLD PALE DRY, Very Fine Quality (old bottled), Black Seal Capsule 27.00
- B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.
- ALL ARE SUPERIOR XERES WINES.

COGNAC BRANDY.

- A. OLD PALE \$20.00
- B. SUPERIOR VERY OLD COGNAC 27.00
- C. VERY OLD LIQUEUR COGNAC 33.00
- D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00
- D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.
- All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 25th July, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES IN ADVANCE.

DAILY—\$80 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 27th July, at Shanghai, the wife of M. GOLDMAN, of a son.

On the 1st August, at 37, Nanjing Terrace, the wife of S. WEINBERG, of the Standard Oil Co., of a daughter.

DEATH.

At the Italian Convent on the 1st August, 1906, MARIE ELIZABETH BURKE, aged 2 years and 7 months, the dearly beloved daughter of H. A. Burke, of the Pacific Mail Steamship Company.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 2, 1906.

HARBOUR REFORMS.

Our remarks yesterday regarding the terms of the letter from the Colonial Secretary to the Chamber of Commerce anent the siting-up of the harbour, and the perfunctory attention given to it by the General Committee of the Chamber, have elicited several additional facts which should interest all those who have the welfare of the Colony at heart, and, indeed, everyone who is earning a livelihood in the Colony. In the course of the Colonial Secretary's despatch, the fact is established that the soundings taken by Commander J. D'Arcy, R.N., in 1905, showed that there had been a deepening in the small part of the harbour comprised within Hunghom Bay

since the submission of Mr. Boulton's original report. It is rather curious that the Chamber of Commerce accepted that statement without any investigation into the causes which might have accounted for that deepening, especially as they are not very patent to the lay mind. On the assumption that nothing could be done to improve the condition of the harbour, the Committee came to the conclusion that dredging operations might remain in abeyance for the present. Some explanation is necessary, however, as to the cause of the deepening of Hunghom Bay. When reference is made to the report, over the signature of Sir Paul Chater, of the Hongkong and Whampoa Dock Company, Ltd., dated 10th February, 1905, it will be found that the following significant statement occurs: "The entire foreshore frontage has been dredged by the *Canton River* to facilitate the repair of ships alongside." At the meeting of the Company held on the 20th of the same month, Sir Paul amplified that statement by saying: "The dredger *Canton River* having been for the greater part of the period under review usefully employed in the work of dredging the foreshore frontage at the Kowloon Dock, thus enabling vessels of deep draught and great length to lie alongside our wharf when under repair, has not been able to seek outside employment," etc. Not being experts in the matter, we cannot pretend to suggest the precise effect of the dredging operations in connection with Kowloon Docks on the seabed, but it certainly seems to us that the excavations carried out by the *Canton River* opposite the Kowloon Docks might have attracted the detritus collected in the Bay to the dredged portion, thereby levelling the Bay as a whole. Hence, we suggest, the reason for the deepening discovered in a small part of Hunghom Bay. It is somewhat strange that no reference is made in the Colonial Secretary's letter to the condition of the harbour in front of the Dock Company's property at Sham-shui-poi, known as the Cosmopolitan Dock. If we recollect aright, it was also stated by the Chairman of the Company, at one of the meetings of the shareholders, that the bottom was shoaling very considerably at that particular point of the harbour; so much so that vessels of any great draught could only be towed into dock with the utmost care. In fact, our information from a thoroughly reliable source is that an actual mudbank is forming at the entrance to the Cosmopolitan Dock. It was at first proposed that the Company should undertake the work of dredging that section of the harbour, but it was held that as all rights in the section in question belong to the Government, and form a valuable asset of the Colony, the operations should be carried out by the Colonial Government for the benefit of the Colony. With that view we are at one. In the opinion of influential gentlemen who have been associated with harbour works and harbour improvements in Hongkong, the dredging of specified sections of the harbour should be commenced without delay. It is entirely unnecessary to deepen the harbour as a whole, for a recent sounding made in the interest of a large marine lot-holder disclosed the fact that not so much as a single foot of silting had occurred in the bed of the sea opposite his property since 1847, or sixty years ago, and vessels of considerable draught are at present anchored at the point in question. Although the Chamber of Commerce has given a qualified veto to the scheme, the necessity of dredging is recognised by all who have given the subject consideration, and we trust that in the best interests of the Colony the work will be undertaken at no distant date. We do not suggest that the work should be carried out under the supervision, or even on the advice, of the firm of Messrs. Coode, Sons and Matthews, for the experience of other ports has shown that when the favourites of the Crown Agents secure a footing in one of the Crown Colonies it is impossible to say when they will depart. The firm referred to solemnly submitted an estimate that the harbour of Hongkong could be surveyed in two years at a cost of £10,000. That would be the first outlay, but the Colony would be indeed fortunate if it emerged from the magnificent ideas of the Consulting Engineers under a ransom of ten times that amount. After all, the labour involved and the extent of the operations need not be so very great; the expense entailed were the work kept in colonial hands would be comparatively trifling, and while advancing the interests of the Colony by effecting a much-needed improvement in the facilities for navigation in the harbour, the dredging contract, if placed with competent firms established in Hongkong, could be carried out efficiently and would contribute to the material well-being of the people. We know exactly what is required and the work could be started forthwith. Thus all the preliminary expenses would be saved and the money expended by the Colonial Treasury would be retained in the Colony, being circulated among the people instead of being dissipated far and wide.

HONGKONG'S SOLOMON.

So the little whipper-snapper whose highly-educated taste and penchant for reasonable luxuries led him to be associated with an ice-cream freezer yesterday is once again at liberty. It was a veil on life that the Magistrate partially lifted in Court this morning. All night long the vision of a Chinese epicure haunted his bedside and pointed the finger of scorn at him. Justice came down from her pedestal and swept the bandage from her eyes. No matter how he turned and twisted and tossed in his bed the Magistrate who had dealt with the urchin and the ice-cream freezer in the forenoon could find no rest. Sleep had fled from his pillow; he thought of Shakespeare's words: "Where care lodges, sleep will never lie." And the unhappy Magistrate attended by sprites and goblins and long-tailed Orientals who continually did cry—"Justice!" could think of nothing but the Chinese boy and the freezer. If he dozed for a moment he dreamt of the North Pole, on which he saw a Chinaman perched with a basin of ice-cream in his hand. Then he would awake shivering, and in another minute would fancy himself a second Lazarus, waiting for a pot of ice-cream which a grinning Chinese ephorite was ladling out to the blest from an enormous vat, which could have held a dozen Heidelberg tuns. A most mysterious night. Of course, the Magistrate did not give such an explanation of his experiences in Court. People are too staid and staid in these days to understand the workings of the mind. His Worship merely said that he had thought over the case while in bed, and he had come to the conclusion that there was a doubt in the case; and the accused, who had been looking forward to a double-drill and no ice-cream—"if we may paraphrase Kipling—was told to go. The Magistrate did not use the time-honoured and sanctified sentence that the erstwhile prisoner "left the Court without a stain on his character," but, like the Irishman's ham, that is taken for granted. The old coppers who make a practice of keeping the Court busy should not attempt to make capital out of this incident. It will be no justification should any of those whose finger-prints are displayed in the police museum submit that they were only looking for a freezer when they are caught in a strange house. Not a bit of it; rather the reverse, for it is just possible that his Worship may harden his heart against ice cream and freezers alike for the future. And now reverting to the Chinese epicure, we may expect to find an extraordinary increase in the consumption of cloaked water. No wonder that the Director of Public Works shut down the supply when he found that all the spare gallons were being converted into cold storage products. Last night he turned on the tap, it is said, because the demand had subsided, but he will have to be on his guard once again for the ice-cream champion is at large. It is a pity that the Oriental Esquimaux did not give particulars of the recipe he used, but that may come in time. Meanwhile, we trust that the gambler who played tricks on the freezer and the disguised Magistrate's repose will swim in his favourite diet for a month of Sundays, and we also sincerely trust that his Worship will sleep the sleep of the just to-night and make up for the time lost last night.

CLAIM FOR GOODS SOLD.

PARTIES NON-SUITED.

In Summary Jurisdiction this afternoon, before His Honour Mr. A. G. Wise, Puisne Judge, Lai Yip Kee, of No. 32 China Street, trader, sued Lam Cheong, of Nos. 112 and 114, Vegetable Stalls, Central Market, for the recovery of the sum of \$77.11, being the amount due for goods sold and delivered by the plaintiff to the defendant on various dates since 26th April. Plaintiff appeared in person, defendant being represented by Mr. F. N. d'Almada e Castro.

Plaintiff stated that the defendant owed him the \$77.11 for goods which he had supplied to him. He had applied for payment but the money had not been paid. He did not know the address of the defendant, except in the Central Market.

Cross-examined by Mr. d'Almada e Castro witness said defendant never went to see him in Canton, nor offered to sell him poultry. Witness used to send goods to defendant to sell for him and he had to send the money to witness in Canton, when the goods were sold. There was no written contract for this business; it was a verbal contract.

His Honour: Pin him out to that and find out where the contract was made, because he says he never saw defendant in Canton.

Mr. d'Almada e Castro: Where was the contract made? Witness, after fencing with the question for some time, admitted that the contract was made in Canton and the money paid there.

Mr. d'Almada said the defence was that the case did not come within the jurisdiction of this Court, as the contract was made in Canton.

His Honour: And where was the breach, if any, committed?

Mr. d'Almada e Castro: Also in Canton, my Lord.

His Honour: Of course, he is out of Court; tell him he can go and sue in Canton if he likes.

Judgment for defendant with costs.

LOCAL AND GENERAL.

THE French and English mails of the 26th and 30th June were delivered in London on the 28th inst.

We would call the attention of our readers to an advertisement appearing in another column, to announce the return of the Great Thurston. Mr. Thurston has just completed a most successful season in Shanghai, which far surpassed his most sanguine anticipations, and now, in fulfilment of his promise to the Chinese, will open for a short season for their benefit at the Ko Shing Theatre, Queen's Road West, to-morrow, Friday night. Reduced prices are fixed at \$1, \$1, and 60 cents. Tickets may be obtained at the New Connaught Hotel, Queen's Road Central.

LAM Shing, a street coolie, was seen going along the Praya East yesterday with several bamboo poles too many over his shoulder. A constable suspected that Lam did not come across the bamboos honestly so he asked him to give an account. Lam knowing that things were against him turned on the policeman and laid his bamboos on him. The fight was soon taken out of Lam and he was removed to No. 2 Police Station. At the Police Court this morning Mr. F. A. Hazeland fined defendant \$7 for being in unlawful possession of the bamboos and \$7 for assaulting the officer.

We learn that the Honourable Fleming D. Cheshire, a United States Consul-General-at-large, and as such the Inspector of American Consulates in the Far East, is en route to Canton, where he will serve in the Consulate General in a supervisory capacity until the arrival from America of the new appointee, Mr. Leo Allan Bergholtz, now at Beirut, Turkey. Mr. Cheshire has served his Government in Canton for many years and on several different occasions during his long career in China, and his numerous friends in Canton will be delighted to hear of his return, even if only for a brief time.

POLICEMAN Winter proceeded against the owner of a sampan, before Mr. H. H. J. Gompertz, at the Police Court this morning, for being in unlawful possession of two brooms, two pounds of twine, and three pounds of candle. The officer said the things were discovered in a box in the cabin of the defendant's boat. Defendant said he picked the things up in the harbour. They were floating past his boat and he gathered them in. "Convicted," said his Worship before accused had finished his wonderful story. The goods were supposed to have been stolen from the *Tamar*. The accused was fined \$30, or in default six weeks' hard labour.

A SCHOOLBOY was charged before Mr. H. H. J. Gompertz, this morning, with stealing a watch, valued at \$3.20, on the 14th ult., the property of another schoolboy, of 3, Stanton Street. Accused, who is the proud possessor of a bicycle, promised to give Tong Man Yat a few lessons in riding at Happy Valley, on the afternoon of the 14th inst., at the time stated. Before paying with the complainant he begged for the loan of his watch so that he might be punctually on the scene at Happy Valley. The other lad who had his mind fixed on learning to ride a bicycle handed over the time-piece. His friend was not punctual that afternoon and was not seen until a few days ago when he was taken in charge. The watch was not found. It is surmised that it is in a pawnshop. His Worship found defendant guilty and ordered him to enter bonds of \$100 to be of good behaviour for six months.

THE coolie of ricksha No. 1,013 had a very narrow escape from having his neck dislocated this afternoon, in Ice House Street, through the carelessness of another coolie, in charge of a truck with projecting handles, or shafts. Just as the ricksha was passing, the truckman, with the Chinese coolie's usual disregard for his environment, suddenly turned, his then empty truck in such a way that had not, for once, the rickshaman had his senses about him, and stopped dead, the impact must have been disastrous, if not fatal, as the wedge-like shaft was just touching the man's neck when he stopped. We have all along pointed out that Ice House Street is far too narrow a thoroughfare for these cargo trucks, but still the traffic goes on, and, presumably, will do so until somebody loses his life. Then there will be an inquiry, a jury's verdict, with a rider, and then, possibly, after the lapse of a few years "something will be done." There is nothing like locking the stable door after the steed has been stolen!

THE greatest sympathy is felt with Mr. H. A. Burke, of the Pacific Mail Steamship Company, in his second sad bereavement within one month. But little over three weeks ago he had to mourn the loss of his wife, who died leaving him with five young children, and yesterday his youngest daughter followed her mother, being carried off suddenly by meningitis, at the Italian Convent, where she was placed with the other children immediately upon the death of their mother. On Tuesday evening the child was quite well and in the best of spirits, and playing about with her little companions, but she was suddenly taken ill in the night, and despite all the care and attention lavished upon her by the Sisters of the Italian Convent and the doctors, the disease, generally fatal to children, made speedy headway, and the little patient passed peacefully away just before noon yesterday. The funeral took place this morning, the cortege passing the monument at 8.30 o'clock, amongst those following being several of the Sisters and Scholars of the Italian Convent, and Messrs. Silverstone and Holt, of the Pacific Mail Steamship Company, and others. An additional sad feature in the case is that the child's father, on account of illness supervening upon the death of his wife, was ordered to Japan, and was expected to arrive in Kobe on board the *Korea* yesterday, whether the sad news has been telegraphed to him.

HONESTY REWARDED.

A CATHOLIC PRIEST AND THE PROTESTANT BIBLE.

A chair coolie was the means of saving the Rev. Father A. Polippi, of the Roman Catholic Cathedral, from being robbed yesterday in Queen's Road Central. Father Polippi arrived outside the Deutsche Asiatische Bank in a chair, but did not discharge the coolie. He entered the bank, cashed \$100 and came out on the road counting the bills. He then told the coolie to follow him while he proceeded to walk. While doing so, he—unknown to himself—dropped a 100 bill. The chair coolie saw the bill lying on the side-walk and also saw a coolie pick it up. The chair coolie dropped his chair, approached the street coolie and told him to return the bank-note to the priest, who by this time, innocent of what was happening, was some distance away. Instead of taking the chair coolie's advice the man took to his heels and bolted down the road, with the chair coolie behind him. The thief was later arrested and on being removed to the Police Station and his name was Ting Hong and a blacksmith by profession. The priest later discovered the loss, but thinking that it would be hopeless to look for the bank-note, he returned to the mission house. About an hour later a constable called on him and related the above story, at the same time asking him to attend Court next day. This morning, at the Police Court, the blacksmith appeared on a charge of theft, which he denied. The chair coolie gave evidence and the priest was called to the stand. The Magistrate told the priest to take the oath on the Bible. The reverend gentleman picked up the book, carefully scrutinised it both inside and outside, and said: "This is a Protestant Bible."

A search was then made for a Roman Catholic Bible, but to no purpose. There was not one of the kind at the Magistrate's. Father Polippi then dug his hand into the pocket of his gown and brought out a prayer-book.

"Perhaps this would do?" he said. "Is it a complete Bible?" asked the Court. "No," replied the priest, "but the Gospel and the Psalms are there."

"I am not quite sure if that would be binding," was Mr. Gompertz's answer.

Inspector Warnock, who conducted the case, rushed about the police barracks in the hope of finding a Bible to suit the worthy Father, but it was of no avail. The end of it was that the reverend Father returned to the Cathedral and obtained the much-sought-for book. Then the case went on satisfactorily.

His Worship sentenced the defendant to twenty-one days' hard labour and six hours' stocks.

After the honest chair coolie had been compensated by the Father, his Worship called him in. Addressing the coolie, Mr. Gompertz said: "I am very pleased to see that you helped the Government and the police in arresting a bad character. I make an order that you be given \$1 from the poor-box. You are a good man."

TRADE-MARK PROSECUTION.

IMPORTANT FLOUR CASE.

Before Mr. H. H. J. Gompertz, at the Magistrate's Court this afternoon, Kwan Kai, comrade of the Pacific Mail S. S. Co., and master of the Kwan Yee Ying firm, and Kwan Tong, his clerk, were summoned on remand for applying a false trade description to flour.

Mr. G. E. Morrell (of Messrs. Denny and Bowley, Crown Solicitors) prosecuted, and Mr. M. W. Slade, instructed by Mr. J. Scott Harston (of Messrs. Ewens, Harston and Harding), appeared for the defence. Inspector Collett watched the case for the police.

The facts of the case, according to the prosecution, were that on 14th July, the police raided a godown in Des Voeux Road West, and discovered a number of persons engaged in transferring American flour of the "Mowtan Poonny" brand into bags of the "Owl" (Suet Li) mark—an Australian trade mark. The prosecution held that the very fact of defendants transferring American flour into Australian bags, and selling it as flour imported from Australia, was giving a false description and defrauding the public.

Liu Cham, managing partner, Ip Chan cake shop, 15, Eastern Street, was shown a bag of flour. He said that according to the mark it was "Suet Li" flour. He could not tell from his shop what country it came. The flour he used in his shop was the "Nani" brand and yet witness could not tell whether it was American flour or not. In his cross-examination Mr. Slade wanted to get out of the witness whether the words "Suet Li" was the Chinese meaning for "Sydney" or "pears." The witness said "Suet Li" was "Sydney," but when questioned as to what a pear was called in Chinese he closed like a telescope. He was shown some of the fruit, but witness did not know anything.

That closed the case for the prosecution. In opening the case for the defence Mr. Slade pointed out that defendant was a well known person in the Colony. He was one of the biggest flour merchants here and was in the trade for sixteen years. He was also comrade to the Pacific Mail, and O. and O., and was a man of means. The defendant had eight separate trade-marks, which were registered in Hongkong in 1883 to 1899, and used the marks to suit customers, for some liked one mark while others preferred another mark. He was also the proprietor of five other trade-marks, which included the "Owl" ("Suet Li") brand. These five trade-marks had not been registered although an application for registration was made to the authorities. At the time this application was made defendant ordered a consignment of "Owl" flour and sold it in Hongkong. Recently a broker, hearing that his client ordered some "Owl" brand flour, there was none in stock, and "Mowtan Poonny" flour was put into bags of the "Owl" brand. Both brands were American and the flour came from the same mill. The question now was whether defendant had a bona-fide intention to deal in the brand. He would submit that it was bona-fide and above board. His client had first applied for a registration of the mark and there was no fraud intended. The case was adjourned.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

CANTON-MACAO RAILWAY.

ALLEGED STATEMENT BY H.E. SENIOR MONTENEGRO.

OPERATIONS TO BEGIN NEXT SPRING.

[From Our Own Correspondent.]

Shanghai, 2nd August, 12.0 p.m.

It is reported that His Excellency the Governor of Macao has informed the Chinese Government that the Portuguese share of the capital for the proposed Canton-Macao railway has now been fully subscribed.

The operations in connection with the construction of the line will be commenced, it is stated, in the spring of next year.

[We publish the foregoing message as received from Shanghai. We are doubtful of the accuracy of the report. If the capital required for the Portuguese share of the undertaking had been fully subscribed we should have had the information, in the first instance, from our correspondent at Macao. We guess the report came from Shanghai news which has been obtained from certain vernacular journals, which are not always too careful of the statements they publish.—Ed., H. K. T.]

[N. C. D. News.]

Hungtutze Activity.

Tokio, 27th July.

Hundreds of bandits attacked Pitewo on the coast at the N.E. of Liaoting, and carried off Yen 110,000, chiefly the value of taxes accruing from the Kuantung (Liaoting) administration. A policeman and two others were killed. Another attack was made on a police box between Pailien (on the railway) and Pitewo. Three policemen were killed and several women kidnapped. It is feared the latter have been murdered.

Imperial Gratitude.

Tokio, 27th July.

The Emperor has made a personal donation to the family of the late General Viscount Kodama of Yen 50,000.

BREACH OF COVENANT.

JUDGMENT FOR \$1.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisne Judge, delivered his reserved judgment in the case in which Flora Sassoon, of Malabar Hill, Bombay, widow, sued Chin Yeung Leung, of No. 27 Connaught Road, Central, Hongkong, to recover from the defendant the sum of \$12.75 being damages for breach of a covenant contained in a mortgage deed, dated the 20th April, 1906, under which the defendant covenanted with the plaintiff to pay the renewal premiums on the then existing policies of insurance covering the premises comprised in such mortgage. The defendant having failed to pay such renewal premiums the plaintiff has had to pay the same, amounting to \$12.75. Mr. E. P. H. Laing, of Messrs. Deacon, Looker and Deacon, represented the plaintiff, Mr. F. X. d'Almada e Castro appearing for the defendant.

His Honour said that this case was brought for breach of a covenant contained in a mortgage dated the 20th April, 1906, whereby Chin Yeung Leung assigned all his right, title and interest in the land known as sub-section 1 of section A of Inland Lot No. 212-13 to Flora Sassoon as security for a loan of \$15,000, and in that deed of mortgage was contained a clause providing that the said Chin Yeung Leung should pay the renewal premiums on the insurance then existing on the property. This Chin Yeung Leung failed to do, claiming that he was not liable for the payment, and, through his solicitor, quoted authorities in support of his contention. The mortgage deed had not been drawn up in due form, and had defendant paid into Court the nominal damages he would have got judgment against the plaintiff. But this he had failed to do. His Honour then proceeded to quote several authorities, and said that under the circumstances he must give judgment for plaintiff for \$1, but without costs.

SHIPPING AND MAILS.

MAILS DUE.

Australian (Eastern), 3rd inst.
Indian (Sultang) 6th inst.
American (Siberia) 6th inst.
French (Caledonia) 7th inst.
Indian (Sultang) 8th inst.
Canadian (Empress of India) 14th inst.
Indian (Sultang) 16th inst.

The Boston S. S. Co.'s s.s. *Tremont* sailed from Kobe on 1st inst.

The s.s. *Pelous* left Singapore last night and should arrive here on 5th inst.

The E. & A. s.s. *Eastern* from Australia left Manila this morning, for this port.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Vancouver at 5.30 p.m. on 31st ult.

The s.s. *Tydeus* will leave Shanghai on 10th inst., and is due here on 13th to sail on 18th inst.

The I. C. S. N. Co.'s s.s. *Sultang* from Calcutta and the Straits left Singapore for this port on 1st inst., at 3 p.m.

The N. Y. K. Bombay Line s.s. *Ceylon* from Hongkong left Singapore for this port on 1st inst., and is expected here on 6th inst.

The I. C. S. N. Co.'s s.s. *Liatang* left Calcutta for this port via the Straits on 31st ult., and may be expected here on 16th inst.

The N. Y. K. Australian Line s.s. *Yawata* from Kobe for this port via Nagasaki on 31st ult., and is expected here on 7th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

RIOUS HUNGHIIZES.

FIGHT AT PULANTIAN.

Twenty-one Japanese killed and wounded.

[From Our Own Correspondent.]

Shanghai, 2nd August, 2.10 p.m.

A large body of Hunghiizes surrounded a posse of police near Pulantian.

Twenty-one Japanese were killed and wounded in the fray which ensued.

[Reuter's.]

The House of Commons.

LONDON, 31st July.

The Colonial Marriages Bill has passed the second reading in the House of Commons, and the Education Bill its third reading by 369 to 177.

The Nationalists voted with the minority.

Russia.

All the revolutionary organisations, including the representative of the Duma, have issued a manifesto to the peasants, urging them to seize the land of which the diabolical designs of the Grand Dukes and other councillors of the Tsar has deprived them, and to remove the local authorities and elect their own instead. The Government has declared war on the nation, and now is the time for the country to rise.

Later.

The Transvaal Constitution.

The new Transvaal Constitution gives a working British majority and also nominates an Upper House.

The Growth of Japan.

The French papers report an interesting conversation between the Kaiser and the French Deputy Minister.

The conversation referred to the growth of Japan, and the remark was made that some day, while a European conclave was discussing, possibly some question of Cretan affairs, a Japanese Admiral might appear on the scene and claim admission to the international colloquy.

THE UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

The report for presentation to the shareholders at the tenth ordinary annual meeting to be held at the offices of Messrs. Dodwell & Co., Ltd., Queen's Buildings, on the 9th inst., at 12 noon, reads:—

The general managers have now the pleasure to lay before the shareholders the accompanying statement of accounts for the year ended 31st May, 1906.

Accounts.—The balance at the credit of profit and loss account, after writing off \$552.16 for depreciation and including \$511.41 brought forward from last year, is \$13,672.11 which it is proposed to appropriate as follows:—

To place to reserve fund \$ 3,000.00
To pay a dividend of 15 per cent. on ordinary shares 594.00
To general managers' remuneration 200.00
To pay a further dividend of 2 1/2 per cent. on ordinary shares 990.00
To pay \$9.90 per share on 100 founders' shares 990.00
To carry forward to new account 752.11

\$13,672.11

Auditor.—The accounts now presented have been audited by Mr. W. H. Potts, who, being eligible, offers himself for re-election.

DODWELL & CO., LTD.,
General Managers.

Hongkong, 26th July, 1906.

The Chinaman who was remanded at the Police Court yesterday, by Mr. F. A. Hazeland, for robbing an employee on board the s.s. *Charles Hardwin*, in the Central Market, yesterday morning, was discharged to-day. His Worship was satisfied that complainant lost \$3, but the evidence did not prove that accused was the guilty one.

LI PO, master of fishing junk No. 1,611 H, was arraigned before Mr. H. H. J. Gompertz, at the Police Court this morning, by the Water Police, on three charges: Dredging in the man-of-war anchorage, throwing a quantity of coal into the sea, yesterday, which was suspected to have been stolen from the Admiralty collier *Mercedes*, and, lastly, offering *lukong* No. 447 a bribe of \$2.85 so as to obtain freedom. The accused admitted the first and third charges, but denied the second. Evidence was heard to the effect that defendant was seen dredging in a prohibited place. When he saw the detectives' boat approaching, accused showed the pursuers the stern of his junk. During the chase it was seen that something was thrown into the sea. After dodging about for some time a policeman got on board accused's boat, and it was there that he handed the bribe to the *lukong*. The *lukong* took the money and defendant too, and both were removed to the station. His Worship found that accused had two previous convictions and fined him \$25 on the first charge, on the second he was discharged, and on the third he was ordered to pay a fine of \$55.

SHANGHAI DOCKS.

PROPOSED SALE.

It is stated on the best authority that the Shanghai Dock and Engineering Co., Ltd., have decided to dispose of the valuable site now occupied by the Old Dock, and also of part of their property between the Cosmopolitan and International Docks. Tenders are invited.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by correspondents in this column.]

S. C. FARNHAM ROY & CO., LD.
(IN LIQUIDATION).

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—For some time past business men both here and in Shanghai have been attracted by letters appearing in the Press re the financial position of the above Company and the low price quoted for the shares.

I would ask you to be good enough to publish these few remarks, coming from one who has followed the reports and accounts with expert knowledge from year to year for some considerable time.

Perusing the last statement of accounts to 31st April, 1906, I should characterise it as merely a bald statement of assets and liabilities with some adjustments of figures (no doubt necessary) to place before the shareholders, to close the accounts of the old Company, prior to transferring the assets and liabilities to the Shanghai Dock and Engineering Co., Ltd. The adjustments of figures regarding some of the assets, of course, cannot be traced, there being no statement of "Working Account."

It is a well-known fact, both here and in Shanghai, that the properties comprising the greater part of the assets would not be over-stated in many cases at double the value set forth in the books of the Company, *viz.* a former Chairman's speech. I have taken part of these assets relating to property, etc. at 50% above their book value (without taking into consideration the further appreciation since the date of the Chairman's speech above mentioned), and find that the intrinsic value of the shares works out at something over £150 per share. Now if such be the facts, there is little doubt in my mind that with judicious sales of property the Company could be so consolidated and improved as to render it one of the soundest investments in the Far East. I understand that much of the land belonging to the Company is not required for the business, and is therefore marketable. Well, sell some of it and strengthen the Company by so doing.

I am aware that, owing to the present condition of the money market in China, the time is not the most propitious to offer the property in the open market, but the present conditions cannot obtain much longer and will most likely be followed by an abundance of capital seeking investment; then will come the chance of the Directors to put the house in order. I think most shareholders will admit that there is a vast difference between a company whose assets have a marketable value of say 50% to 75% above their book value, and one whose assets may not in some cases be even equal to the value stated in the accounts presented to shareholders. The above Company is certainly not lacking in assets or liabilities, and is therefore perfectly sound financially. Another point I notice with regard to the liabilities set forth is, that nothing appears to be owing to the bank, so that the Company is clear of all debts, and has a substantial sum to collect for "Accounts Receivable" and a "Reserve Fund" aggregating 17% of Capital which should be sufficient provision, for deterioration of machinery, tools, &c.

When the investing public realise that the Shanghai Dock and Engineering Company, Ltd., is a sound concern with a good business and a still better future, and that the capital will have been reduced by disposing of surplus assets, they will not be slow in seeking to acquire shares, and then will be the time for present holders of shares to realise how these shares have been absorbed during the time low prices ruled, and during the period of stagnation through which we have been recently passing.—Yours faithfully,

ASSETS.

LIABILITIES.

Hongkong, 2nd August, 1906.

RUBBISH HEAPS IN CAINE ROAD.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—Will you be so kind as to oblige me and many others by giving me a little space in your widely-read paper, to call attention to a great nuisance which is maintained in Caine Road, for which we shall thank you. During the summer months Caine Road affords a very pleasant place for an afternoon and evening walk, for the people who live around that district, owing chiefly to its elevation on a high level. It is a nice walk along towards the Public Gardens, or to the breezy points westward, and the residents have always enjoyed it, but lately certain parts of Caine Road have been made a dumping ground for depositing heaps of rubbish, especially near Peel Street. This nuisance goes on between 6.30 and 9 p.m. every day for some time past, and the smell is very noxious and offensive, and quite unpleasant to those living near, or passing along the road for their evening walk for constitutional, and especially for young children, and it is certain to injure or endanger our health if it is allowed to continue. But it is strange to say it goes on with impunity, and nobody checks it. The police or the Sanitary Board would do a great deal of good for the health of the residents in the vicinity, as well as the pedestrians, by putting a stop to the nuisance. If they were to summon the offenders before the Magistrates and get them put for a few hours in the stocks, it would surely produce a salutary effect.—Yours, etc.,

PATERFAMILIAS.

Hongkong, 2nd August, 1906.

THE BRITISH NAVY.

BY A REAR-ADMIRAL.

Within the space of 100 pages, Rear-Admiral S. Eardley-Wilmot gives a succinct and dispassionate account of the rise of the British Navy, under the title, "The British Navy Past and Present." The author is not so much concerned with the great battles waged and won by the Navy as with the personnel, aimment, and character of the vessels which uphold Britain's claim to be Mistress of the Sea in all parts of the world. Occasionally, we may harp upon the apparent apathy of the Navy when no immediate steps are taken to suppress piracy in the Far East, but there is always an inward belief that the Navy to-day is as efficient and powerful to maintain our Empire as it proved in the days of Nelson. And nothing in Rear-Admiral Eardley-Wilmot's book disproves that idea. To a great extent the British Navy formed itself. Men like Frohisher, Hawkins, and Drake were led by visions of the wealth to be found in the Spanish Main to forsake the prosaic and dangerous life of the fisherman. Probably they would be called buccanniers in these enlightened days, and it is possible that Queen Elizabeth would have denounced them as pirates and outcasts had they not been successful in their forays and attacks on Spanish galleons, but in this case success was its own reward. The Navy gradually came to be recognised as the first line of defence, and there was never a time from that day to this when Great Britain lacked naval leaders endowed with the dash, resource, and spirit of adventure of Drake, Benbow and Nelson. One of the great faults of the Navy in its youth was the lack of co-operation among the officers. Jack was as good as his master—or, rather, every captain thought himself entitled to obey or disobey the commands of his admiral as he pleased. Admirals were jealous of each other, captains were insubordinate and there was no cohesion. Benbow suffered from this rivalry in the West Indies and promptly hanged or shot two or three of his captains. Nelson seems to have been the only commander who did not suffer from this want of co-operation. He and his captains were a "band of brothers"; they regarded him with personal affection and obeyed his slightest wish implicitly. The slight, ailing, torn figure was the hero of the quarter-deck and the lower-deck alike. The revolution in the Navy came with the introduction of steam. No real sailor could be induced to admit the value of steam power. "They objected to the clumsy paddle wheels and saw danger in the boiler from projectiles. The screw propeller was to many equally objectionable." Even in 1854 when we sent boats to the Black Sea during the Crimean War only a few of the warships were propelled by steam. Sail steam would not be denied, and now quite as much attention is given to the machinery as to the armament. Rear-Admiral Eardley-Wilmot sketches the difficulties which had to be overcome by vessels built of iron and steel to secure the maximum of protection with the minimum of weight. He dwells on the importance of the battleships being armed with guns capable of penetrating the armour belt at great distances. Light or medium guns have little value when it is remembered that at 5,000 and 6,000 yards only projectiles from the heaviest pieces will have remaining energy for effectual damage against even moderate armour protection. The writer therefore believes that great as the *Dreadnought* is in point of size and armament we have not yet seen the extreme stage reached. It is interesting to note that vessels of the *Diadem* class, although satisfactory from the speed point of view and steaming capacity, are considered defective because they comprise no gun heavier than the 6 in. Interesting chapters deal with the cruiser squadrons and torpedo craft, while reference is made to the training and administration of the Navy. The author testifies to the great improvements which have taken place in recent years, and enthusiastically believes in the power of the British Navy. The book is published under the auspices of the Navy League, and as an introduction to an intimate knowledge of the Navy's history it could scarcely be surpassed. Every alternate page contains an illustration of British warships past and present, and there is an appendix giving the particulars of all the vessels in the Navy which are at present on the effective list or building. "The British Navy Past and Present" is eminently suitable for use in schools. It may be had from the Navy League, 13 Victoria Street, Westminster, S.W., for one shilling.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 2nd at 11.30 a.m.—The barometer has fallen slightly on the China Coast, and moderately in S. Japan.

The depression is moving slowly Eastwards over the Yellow Sea.

Pressure is highest over the S. part of the China Sea. It remains near the normal over the S. Coast of China and the Philippines, while it is in defect to the extent of 0.2 inches and upwards over N. China and S. Japan.

Gradients continue slight over the China Sea, and moderate SW. and S. winds will prevail over that area.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

THE lad, who was convicted by Mr. H. H. J. Gompertz yesterday, and sentenced to fourteen days' hard labour for attempting to steal an ice cream freezer from Messrs. A. Chee and Company, was brought up again at the Magistracy to-day. Addressing the youth, his Worship said that he had considered the matter while he was in bed last night and he found there was a doubt in his mind. He would, therefore, give him the benefit of the doubt, and discharge him.

Co-day's Advertisements.

THE GREAT THURSTON, WORLD'S MASTER MAGICIAN, AND ENTIRE COMPANY, WILL GIVE SEVERAL PERFORMANCES

AT THE KO SHING THEATRE (QUEEN'S ROAD WEST).

Opening FRIDAY, August 3rd.

PRICES:—Best Seats, \$2 and \$1; Back Seats 60 cents.

Tickets for reserved seats can be had at the New Connaught Hotel. Hongkong, 2nd August, 1906.

CHINAMAN KILLED AT YAU-MAT.

THE RESULT OF A QUARREL.

A Chinese coolie, employed in earth carrying at Lai-chi-kok, expired at the Government Civil Hospital yesterday as a result of injuries he received during a fight. Just before his death Tsang Fat—the deceased—made a statement to the police and following that Inspector Macdonald, of Yau-mat Police Station, went out yesterday and arrested two men, who gave their names as Tang Tin and Tang Mang, and their occupation as hawkers. They were then charged with killing Tsang Fat. According to the story related to the police it is alleged that deceased left Lai-chi-kok on the 31st ult. for Yau-mat to purchase a pair of shoes. He made for the Reclamation ground and there met the two prisoners—who are shoemakers. He approached their stall, and wanted to be shown the kind of shoes he wanted. After deceased had chosen the pair that suited him the price was asked. Deceased could not meet their demand and that resulted in a quarrel. It is alleged that the two hawkers then set upon the deceased and assaulted him, using their fists. The deceased ran away, and nothing more was heard about the matter until later in the afternoon, when a policeman on duty found a man lying in First Street—some distance away from the Reclamation ground—in a very bad condition. It was at that time surmised by the police that some accident had befallen the man, and he was transported to the Government Civil Hospital. The man was attended to at the institution and later made a statement giving the alleged facts of the assault. He died some hours after the result of a ruptured spleen. This morning, at the Police Court, the two hawkers were charged with causing his death. To this charge they pleaded "not guilty," and his Worship adjourned the case until Saturday next.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Unions \$300, Hongkong Fires \$320, China Fires \$80, HK. C. and M. Steamboats \$271, China Sugars \$145, Shanghai Docks \$13, China Borneo \$8, China Provident \$9, Dairy Farms \$6, Tramways \$235, Ices \$240, Light and Powers \$10.
Sellers:—Hongkong Banks \$850, Canton Insurance \$335, Indo-China \$70, Shell Transport \$27, Hongkong Docks \$153, Hongkong Land \$111, West Point \$50, Hotels \$125, Green Islands \$23 ex new issue, Electric \$15, Ropes \$19, Watsons \$13, Water Boats \$84.
Sales:—Hongkong Banks \$850, Hongkong Fires \$320, Macao Steamboats \$271, China Sugars \$145, Raubs \$54, Cements \$13 ex new issue.
Nominal:—National Banks \$47, China and Manila \$21, Douglas \$27, Kowloon Wharfs \$206, Hongkong Wharfs \$13, 230, Humphreys \$1, Cottons \$14, Powells \$10.

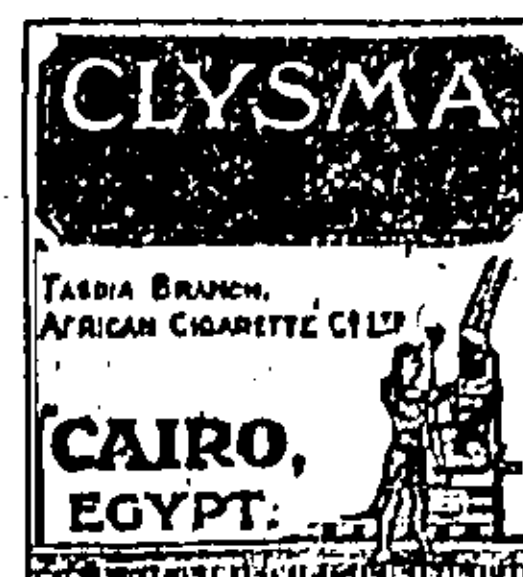
TO-DAY'S EXCHANGE.
Selling.
Bank of China T.T. 2 1/2 1/2
Do. 4 months' sight 2 1/2 1/2
France—Bank T.T. 2 1/2 1/2
America—Bank T.T. 5 1/2
Germany—Bank T.T. 2 1/2 1/2
do. 4 months' sight 1 1/2 1/2
Hankow—Bank T.T. 10 1/2 1/2
Singapore T.T. 10 1/2 1/2
Japan—Bank T.T. 10 1/2 1/2
do. 4 months' sight 10 1/2 1/2
Sovereign 0.42

Co-day's Advertisement.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that AFRICAN CIGARETTE COMPANY, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London W.C., England, Tobacco Manufacturers, has on the 19th day of June, 1906, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—



in the name of AFRICAN CIGARETTE COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the applicants for and in respect of the following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.

Dated the 2nd day of August, 1906.
DENNIS & BOWLEY,
Solicitors for the Applicants.

Intimations.

THE ROBINSON PIANO CO., LD.

MANUFACTURERS

AND

IMPORTERS

OF

HIGH-CLASS PIANOS, ORGANS

AND

Every Description

OF

MUSICAL INSTRUMENT.

OPPOSITE KING EDWARD HOTEL,

HONGKONG.

Hongkong, 16th July, 1906.

[38]

TRY

"YEBISU"

THE

FAMOUS JAPANESE

BEER.

PURE POPULAR PLEASANT ALATABLE.

Per Case 8 Dozen Pints

\$15.50.

Per Case 1 Dozen Pints

\$2.00.

H. PRICE & CO.,

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th July, 1906.

[40]

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PELEUS"	1st August	
GLASGOW and LIVERPOOL	"GHING WO"	9th "	
GLASGOW and LIVERPOOL	"ANTENOR"	16th "	
GLASGOW and LIVERPOOL	"CYCLOPS"	23rd "	
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "	
GLASGOW and LIVERPOOL	"KINTUCK"	6th September	
GLASGOW and LIVERPOOL	"TEENKAI"	13th "	
GLASGOW and LIVERPOOL	"MACHAON"	20th "	

The S.S. "Peleus" left Singapore last Tuesday night, and should arrive here on the 5th inst.

HOMeward.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	7th August	
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th "	
LIVERPOOL DIRECT	"TYDEUS"	18th "	
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	25th "	
GLASGOW and LIVERPOOL	"ALCINOUS"	30th "	

The S.S. "Tydeus" will leave Shanghai on the 10th instant, and is due here on the 13th.
Taking Cargo for Liverpool at London Rate, and taking Cargo for Genoa, Marseilles and
Hull to connect with "Asyranax" at Singapore.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON-POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	4th August	
	"BELLEROPHON"	1st September	

WESTWARD.

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TYDEUS"	15th August	
	"STENTOR"	8th September	

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 2nd August, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO	DATE
SHANGHAI and CHINKIANG	"YINGCHOW"	3rd August	
SHANGHAI	"YOHOW"	4th "	
YOKOHAMA and KOBE	"TSINAN"	4th "	
MANILA	"TAMING"	7th "	
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "	
TIENTSIN	"HUICHOW"	10th "	
MANILA, ZAMBOANGA, PORT DAR, WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "	

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 1st August, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 4th August, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 11th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
OF THE
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGES ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'ARVILLE STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
* SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
* SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	21st August.
SUEVIA	SHANGHAI, YOKOHAMA AND KOBE	5th September.
SEGOVIA	SHANGHAI, YOKOHAMA AND KOBE	13th September.

HOMeward.

(via) Call at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	TO SAIL
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
* SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
HELVETIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	6th September.
* SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	2nd October.

This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washermen.The "RIENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HAMBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
ITHAKA	SHANGHAI and CHINKIANG	10th August.
DAPHNE	NAGASAKI and VLADIVOSTOK	Beginning of September.
LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

Taking Cargo at through rates to Tsingtao and Chemulpo.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to

SIEMSEN & CO.

Hongkong, 31st July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
TIENTSIN via SWATOW & CHEFOO	"CHEONGSHING"	FRIDAY, 3rd August, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 3rd August, 4 P.M.
SHANGHAI	"HANGSANG"	FRIDAY, 3rd August, 4 P.M.
SANDAKAN	"MAUSANG"	SUNDAY, 5th August, Daylight.

These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tiensin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporea, Tawau, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 2nd August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,481	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 9th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

ORIENTAL PACIFIC LINE.	COMPAGNIE DES MESSAGERIES MARITIMES.
FOR KOBE, YOKOHAMA AND SAN FRANCISCO.	PAQUEBOTS-POSTES FRANCAIS.

THE Steamship

"DAKOTAH" will be despatched for the above Ports, on or
about the 7th instant, and further particulars, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 2nd August, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.PROPOSED sailings from HONGKONG
to CALLAO, IQUIQUE, via JAPAN
PORTS."KASADO MARU," 6,000 tons,
sails on FRIDAY, the 10th instant, at Noon,
instead of as previously advertised."GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.
(Date of sailing subject to alteration).Taking freight also to other Western Coast
Ports of South America transhipping to the
Connecting Line.The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.For further information as to Freight and
Passage, apply toK. MATSUDA,
Manager,
Yok Building.

Hongkong, 2nd August, 1906.

HONGKONG, 1st August, 1906.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SAINT GEORGE,"
FROM NEW YORK AND STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 7th August will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
11th August, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 7th August, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 31st July, 1906.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 6th proximo, will be subject to
rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
12th proximo, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 5th proximo, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 30th July, 1906.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ EITEL FRIEDRICH,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.All Claims must reach us before the 14th
August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 30th July, 1906.

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"WILLEHAD,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazard-
ous and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 7th August, will be subject
to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on 7th August.All Claims must reach us before the 14th
August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 30th July, 1906.

FROM HAMBURG, ROTTERDAM,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SILESIA,"

Captain Bahle, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd August, will be subject
to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd August, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 28th July, 1906.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 2nd August, 100 cts. per 5 Mss.

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	20
"Comed—Ham Ngau Yuk	20
"Roast—Shiu	20
"Breast—Ngau Lam	15
"Soup, Tong Yuk	15
"Steak—Ngau Yuk Pa	20
"Sirloin—Ngau Lau	30
"Sausages—Ngau Yuk Chaung	26
Bullock's Brains—Know	10
"Tongue fresh—Ngau Li	50
"Comed—Ham Ngau Li	60
"Head—Ngau Tau	60
"Heart—Ngau Sum	12
"Hump, Salt—Ngau Kin	20
"Feet—Ngau Kerk	7
"Kidneys—Ngau Yiu	10
"Tail—Ngau Mei	17
"Liver—Ngau Con	12
"Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai- tau-keok	1.00
Mutton Chop—Yeung Pai Kwat	24
"Leg—Yeung Pei	24
"Shoulder—Yeung Shau	22
Pigs' Chiddings—Chi cheong	24
"Brands—Chi Know	2
"Feet—Chi Kerk	12
"Fry—Chi Chak	12
"Head—Chi Tau	12
"Heart—Chi Sum	9
"Kidneys—Chi Yiu	7
"Liver—Chi Kon	30
Pork, Chop—Chi Pai Kwat	22
"Corned—Ham Chu Yuk	24
"Leg—Chu Pei	24
"Fat or Lard—Chu Yau	15
Sheeps' Head and Feet—Yeung Tau	—
Keok	55
"Heart—Yeung Sum	6
"Kidneys—Yeung Yiu	10
"Liver—Yeung Con	24
Sucking Pigs, To Order—Chu Chai	—
Suet, Beef—Sang Ngau Yau	16
"Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	20
"Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	26
Cappons, Large, Small—Sin Kai	32
Ducks—Ap	20
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per doz.
Fowls, Canton—Kai	34
Hainan—Hoi Nam Kai	28
Geese—Ngo	20
Geese, Wild Shanghai—Sheung Hoi Ye- Ngo	pair \$
Musk Deer—Wong Keng	\$
Hare—Tu Chai	20
Partridge—Che Khoo	20
Phesant—Shan Kai	pair
Pigeons, Canton—Pak Kup	each
Hoihow—Hoihow Pak Kup	20
Quail—Um-Chun	20
Rice Birds—Wo Fa Cheuk	doren
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	20
Hen— " Na	20
Wild Ducks, Shanghai, Sui-ap	pair
Teal, Shanghai, Sui Ap Chai	each
Wild Ducks Canton—Sang Shing Sui Ap	per pair

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLE,
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC."

Captain Barillon, will be despatched for MARSEILLES on TUESDAY, the 7th August, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS, 21st August.

S.S. CALEDONNIEN, 4th September.

S.S. POLYNESIEN, 18th September.

S.S. SALAZIE, 2nd October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERMAN GULF, CONTINENTAL AMERICAN
AND SOUTH AFRICAN PORTS.)

THE Steamship

"MOLDAVIA."

Captain E. H. Gordon, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 11th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Marmora, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Moldavia, due in London on the 23rd September.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Tremont	9,600	T. W. Garlick	22nd Aug.
Lyra	4,417	G. V. Williams	29th Sept.
Shamut	9,500	E. V. Roberts	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION;
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The two screw s.s. Shamut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 28th July, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship "ATHOL" About
3rd September.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 27th July, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

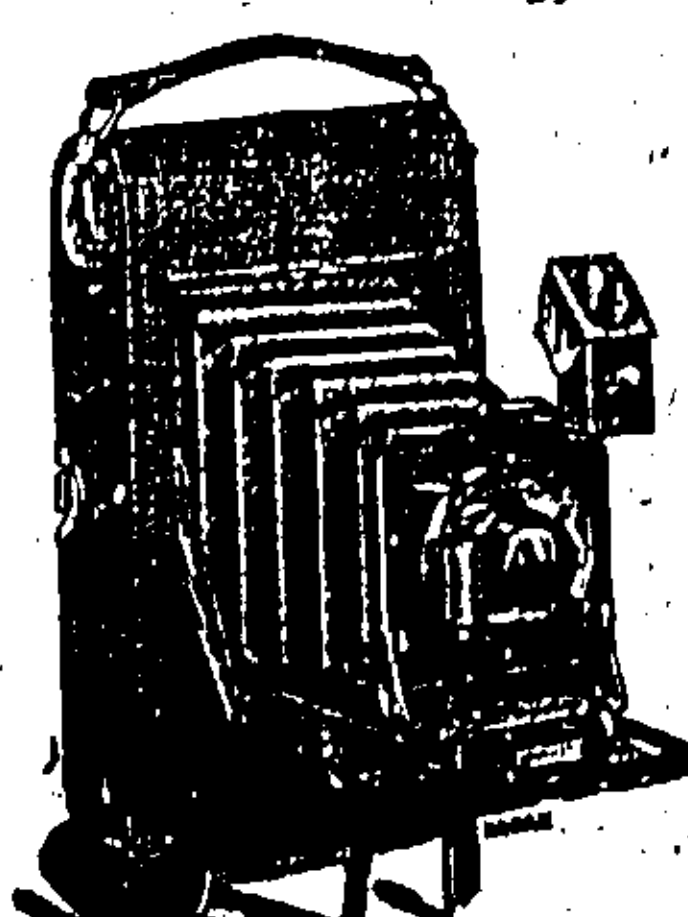
GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1901



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	£125	£125	£1,000,000 \$9,500,000 \$250,000 £177,335 \$150,000	\$1,699,777	£1 15/4 div. and £1 bonus @ ex. 2/0 9/16 = \$26.87 for 2nd half-year 1905	5 1/2 %	(\$845 buyers London 292 47 cum call sa
National Bank of China, Limited	60,925	£7	£6		\$74,099	\$2 (London 3/6) for 1905		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£250	£50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	6 %	\$340
North China Insurance Company, Limited	10,000	£15	£5	£1,000,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	£250	£100	\$2,000,000 \$400,000 \$131,131 \$113,814 \$59,279 \$80,000 \$61,778 \$15,527	\$272,271	Interim div. of 13/10 @ ex. 5/10	4 1/2 %	\$800 sa. & b.
Yangtze Insurance Association, Limited	8,000	£100	£60	\$1,000,000 \$229,488 \$2,618 \$1,220,928	\$50,134	\$12 and 13 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	£100	£20	\$1,000,000 \$229,488 \$2,618 \$1,220,928	\$344,438	\$6 for 1904	6 1/2 %	189 buyers
Hongkong Fire Insurance Company, Limited	8,000	£250	£50		\$422,618	\$25 for 1904	7 1/2 %	\$317 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	£25	£25	£6,000 \$264,138	\$16,563	\$1 1/2 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	10,000	£50	£50	\$88,941 \$250,000 \$600,000 \$134,331 £170,000 £280,958	Nil	\$3 1/2 for year ended 31.10.05	7 1/2 %	\$46 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	£15	£15	\$1,000,000 \$134,331 £170,000 £280,958	\$21,880	\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$272 buyers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$2,000,000 \$400,000 \$131,131 \$113,814 \$59,279 \$80,000 \$61,778 \$15,527	\$2,212	10/1 @ ex. 2/1 9/16 = \$1.69	6 1/2 %	\$70
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 100,000 \$1,000,000	Tls. 21,156	Final Tls. 3 making Tls. 5 for 1905	8 1/2 %	Tls. 61 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 100,000 \$1,000,000	Tls. 21,156	Final Tls. 14 making Tls. 3 1/2 for 1905	8 1/2 %	Tls. 51 buyers
"Shell" Transport and Trading Company, Limited	10,000	£1	£1	\$4,144 \$65,000 \$32,957	\$107,815	1/4 (Coupon No. 6) for 1905	4 %	\$29
"Star" Ferry Company, Limited	10,000	£10	£5	Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200	\$218	\$1.50 for year ending 30.4.1906	3 1/2 %	\$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50		Tls. 13,913	Final of Tls. 2 making Tls. 1 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	£100	£100	\$850,000 \$850,000 \$86,429	\$149,914	Final of \$15 making \$25 for 1905	7 1/2 %	\$145
Luzon Sugar Refining Company, Limited	10,000	£100	£100	none	\$132,588	\$3 for 1897		\$20 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 100 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £25,011	\$13,355	1/1 (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 10 sellers
Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G. \$509,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Faith Australian Gold Mining Company, Limited	50,000	£1	£1	£4,773	\$8,745	No. 12 of 1/1 = 48 cents		\$54 buyers
DOCKS, WHARVES & GODOWNS.								
Penwick (Gen.) & Co., Limited	18,000	£25	£25	\$70,000	\$8,915	\$2 for 1905	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	\$50,000 \$61,100 £20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905	5 1/2 %	\$106
Huen, Long and Whampoa Dock Company, Ltd.	50,000	£50	£50	\$10,500	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$153
New Amoy Dock Company, Limited	10,000	£50	£50	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 91
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 487,710 Tls. 57,065	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 %	Tls. 230 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 %	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year 30.6.1905		Tls. 102 sales
Astor House Hotel Company, Limited (Shanghai)	10,000	£25	£25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	7 1/2 %	\$31 sales
Central Stores, Limited	24,000	£15	£15	none	\$4,719	\$2 1/2 on \$7 1/2 for 1905	13 1/2 %	\$18 sales
Do. (Founders')	123	£15	£15	none		None		\$300 buyers
Hongkong Hotel Company, Limited	7,000	£50	£50	\$64,075 \$24,671	1619	\$5 for second half-year making \$10 for 1905	8 %	\$125
Hongkong Land Investment and Agency Co., Ltd.	10,000	£100	£100	\$250,000	\$67,830	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$114 ex div.
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	Tls. 297,735	Tls. 1,935	Final of 6 1/2 making \$10 for 1905	15 1/2 %	Tls. 16 sales
Hotel Metropole Company, Limited	2,000	£100	£100	none	\$4,690	Final of 6 1/2 making \$10 for 1905	10 %	\$100
Humphreys Estate & Finance Company, Limited	10,000	£10	£10	\$208,386 \$50,000	\$5,070	80 cents for 1905	7 %	\$114
Kowloon Land and Building Company, Limited	1,000	£50	£50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$38
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	Tls. 869,493 Tls. 170,000	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 110 ex d. s.
West Point Building Company, Limited	12,500	£50	£50	none	\$772	Interim div. of \$2 account 1906	8 %	\$50 ex div.
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	£10	£10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898		Tls. 60 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	10 1/2 %	Tls. 75 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	12 1/2 %	Tls. 300 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	£100	£100	none	\$1,066	\$7 for 1905	7 1/2 %	\$90 buyers
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£814	\$856	1/3 per share for 1905	8 1/2 %	\$7
Campbell, Moore & Co., Limited	1,200	£10	£10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$2
China-Borneo Company, Limited	60,000	£12	£12	none	Nil	\$1 for 1904		18 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 189	Final of Tls. 5 making \$10 for 1905	13 1/2 %	Tls. 75 sellers
China Light and Power Company, Limited	50,000	£10	£10	£8,000	\$1,219	60 cents for year ended 28.2.06	6 %	\$10 sa. & buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	£10	£10	£8,000	\$1,581	80 cents for 1905	9 %	\$9 sales and b.
Dairy Farm Company, Limited	25,000	£7 1/2	£6	\$25,000	\$2,804	\$1.20 for year ending 31.7.1905	7 1/2 %	\$164
Green Island Cement Company, Limited	200,000	£10	£10	\$410,000 \$500,000 \$168,000	\$2,291	Int. div. of 75 cents for 1-year ended 30.6.06	7 1/2 %	\$23 ex new issue & div. sellers
Hall & Holtz, Limited	21,000	£20	£20	none	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	£10	£10	none	\$2,568	\$1.00 (60 cents) for 10 months ending 28.2.06	8 %	\$15
Hongkong High-Level Tramways Company, Ltd.	1,250	£100	£100	\$50,000	\$2,796	\$ 5 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	£25	£25	\$80,000	\$3,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	£10	£10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited	15,000	£10	£10	\$25,000	188	Final of 50 cents making \$1 for the year	11 %	\$9
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,000	Tls. 10,774	second interim div. of Tls. 7 1/2 making Tls. 15 1/2 for 1st yr. ended 31.10.06	10 %	Tls. 225 buyers
Philippine Company, Limited	67,500	£10	£10	none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 126 ex d.
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 37,000 Tls. 8,000	Tls. 9,751	Tls. 6 for 1904	12 %	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 24,800 Tls. 25,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 1/2 %	Tls. 145 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 190,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited	7,300	£20	£20	none	Tls. 85,592	Interim div. of 15/- for 1-year 1906		Tls. 360 ex div.
South China Morning Post, Limited	7,500	£20	£20	none	Dr. £41,934	Interim div. of 5/- for 1-year 1906		Tls. 278 ex div.
Steam Laundry Company, Limited	6,000	£25	£25	none	\$1,134	None		\$30
Tientsin Waterworks Company, Limited	20,000	£ 5	£ 5	none		50 cents for year ended 31.5.05	8 1/2 %	\$6
United Asbestos Oriental Agency, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
Do. (Founders')	9,900	£10	£4	\$25,000	1752	70 cents } for year ended 31.5.1906 \$ 9 1/2 }	7 1/2 %	\$9
Watson, (A. S.) & Co., Limited	100	£10	£10	\$300,000 \$25,000	\$7,731	Final of 50 cents making \$1 for 1905	5 1/2 %	\$180
William Powell, Limited	90,000	£10	£10		\$2,500	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13
	15,000	£10	£10		\$2,500	Interim div. of 50 cts. for the year 1905/6	9 1/2 %	\$104
DIVIDENDS PAYABLE								
Hongkong Ice Co., Ltd.							5 1/2 %	2nd August
Green Island Cement Co., Ltd.							75 cents	3rd August
United Asbestos Oriental Agency Co., Ltd.							70 cents	9th August
Do. do. (Founders)							\$9.90	do.
Shanghai Pulp and Paper Co., Ltd.							Tls. 5	6th August